

The China Mail.

Established February, 1845.

VOL. XLIII. No. 7396.

號九廿月四年七十八百八千一英

HONGKONG, FRIDAY, APRIL 29, 1887.

日七初月四年亥丁

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, 11 & 12, Clement's Lane, Lombard Street, E.C. 3. GEORGE STREET & CO., 30, Cornhill, London. HENDY & CO., 37, Wallbrook, E.C. 3. SAMUEL DRAGON & CO., 150 & 154, Leadenhall Street, W. M. WILKS, 151, Cannon Street, E.C. 4. PARIS AND EUROPE.—ANDREY PRINCE & CO., 38, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Ports generally.—BARN & BARN, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney. CEYLON.—W. M. SMITH & CO., THE APOTHECARIES Co., Colombo. SINGAPORE, STRAITS, &c.—SAYLE & CO., Singapore. C. HENDERSON & CO., Malacca. CHINA.—MACAO, F. A. DE GRUZ, Suva, Quilon & Co., Amoy, N. MOALLE, Hongkong, HEDDO & Co., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSHE, Yokohama, LANE, CRAWFORD & CO., and KELLY & WALSHE, Yokohama.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £8,500,000
RESERVE FUND, £4,500,000
RESERVE LIABILITY OF PROPRIETORS, £7,500,000

COURT OF DIRECTORS.
Chairman—M. GARR, Esq.
Deputy Chairman—C. D. BORTON, Esq.
Hon. J. BELL, Esq.
H. H. M. HURSTING, Esq.
W. H. F. DABY, Esq.
H. L. DALRYMPLE, Esq.
H. HOPKINS, Esq.

Chief Manager, Hongkong, THOMAS JAMESON, Esq.
Acting Chief Manager, JOHN WALTER, Esq.
Manager, Shanghai, EWEN CAMERON, Esq.
London Bankers, London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. " "
For 12 months, 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Continental places in Europe, India, Australia, America, China and Japan.
JOHN WALTER, Acting Chief Manager.
Hongkong, February 26, 1887. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 5; Saturdays, 10 to 1.
- 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$250 in any one transaction.
- 3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposits for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked On Hongkong Savings Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.
Hongkong, June 7, 1883. 764

Notices of Firms.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

MR. DOUGLAS JONES has been appointed Acting Secretary of the Society during the absence of the Under-Secretary.

By Order of the Board,
N. J. EDE, Secretary.
Hongkong, April 26, 1887. 800

NOTICE.

MR. FREDERICK DODWELL is authorized to sign the Name of our Firm in Hongkong from this date.
ADAMSON, BELL & Co.
Hongkong, April 25, 1887. 780

NOTICE.

DURING my absence from the Colony, my business will be conducted by my Brother, Mr. JAMES BARNARD LORR, who is authorized to sign my name per procuration.
WILLIAM LEGGE
Hongkong, April 18, 1887. 730

Notices of Firms.

NOTICE.

THE PARTNERSHIP hitherto existing between Mr. KENNETH DOUGLAS ADAMS and Mr. JAMES LYN PLAYFAIR SANDERSON, at Fookshoo, Canton, Macao and London, expired on the 28th February, 1887, through effluxion of time.

Referring to the above, the BUSINESS at Canton and Macao will in future be carried on as a distinct Firm, by Mr. KENNETH DOUGLAS ADAMS under the Style of
BIRLEY & Co.
Canton, 23rd April, 1887. 787

NOTICE.

THE INTEREST and RESPONSIBILITY of the late Mr. GEORGE THEODOR STEINSEN in our Firm ceased on the 24th November, 1886, and that of Mr. PAUL GERHARD HUBBE on the 31st December, 1886.

Mr. JACOB RUFF has been authorized to sign our Firm per Procuration from this date.
SIEMSEN & Co.
Hongkong and China, 14th February, 1887. 310

NOTICE.

IN consequence of Mr. ROBERT HOWIE and Mr. RONALD GREIG leaving China, they will no longer sign our Firm per Procuration.

We have this Day authorized Mr. GEORGE DIXWELL FEARON and Mr. EDMUND THOMAS BOND to sign our Firm per Procuration at Canton and Macao.
DEACON & Co.
Canton, 1st April, 1887. 600

NOTICE.

MR. HENRY CRAWFORD, MR. JOHN MCALLUM and Mr. NINIAN ROBERT STANFORD CRAWFORD were admitted PARTNERS in our Firm in Hongkong on the 1st April, 1887.

No change has been made in the constitution of our Firm in Shanghai or Yokohama.
LANE, CRAWFORD & Co.
Hongkong, April 5, 1887. 647

Intimations.

HONGKONG RIFLE ASSOCIATION.

THIRD PRIZE MEETING.

To be held at the Kowloon Ranges on the 29th and 30th April, commencing each day at 10.30 a.m.

A LAUNCH will leave Plover's Wharf each day at 9.30 a.m.

FIRST COMPETITION.—For Martini-Henry Rifles or Carbines. Open to all Comers. Distance 300 and 600 yards, 5 Shots at each distance. Position any. Prizes:—1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 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SECOND COMPETITION.—For Martini-Henry Rifles or Carbines. Distance 200 and 600 yards, 5 Shots at each distance. Position any. Prizes:—1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111st, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212th, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311st, 312th, 313th, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411st, 412th, 413th, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 47

also, being fitted with a pump to work both ways; and on the spur side a condenser capable of turning out 1200 gallons of water per day.

The propelling machinery consists of two pairs of interlocking compound surface-condensing, direct-acting engines for twin screws, the cylinders being 12" and 24" diameter, having a stroke of 16 inches and indicating about 360 horse power. The boiler is of mild steel, built to the Board of Trade Rules, capable of raising 100 lbs. pressure per square inch, is 9' 9" in diameter and 10 feet long, and has two of Fox's corrugated furnaces of 3 feet mean diameter. To show the capabilities of this boiler, it may be mentioned that this boiler was only about two months in hand from the time the plates arrived until the water test was applied. The donkey boiler is by Cochran & Co., and will supply steam for the machinery, and one of Messrs. Brown's patent fresh water condenser in this latter will be a boon to passengers in Tonkin as in many places it is difficult to procure good water. The engines are splendidly finished job and do great credit to the Dock Co. and their staff. Another piece of machinery is fitted on the upper deck forward, directly in front of the Captain's room.

This is the first of three steamers constructed for the Dock Co. and which are expected that they will be ready for delivery within the contract time, which expires by the end of May. The construction of the other two steamers is well forward.

The French Consul and representatives of Messrs. Mart's firm were present at the launching of the first steamer, and the steamer was named the *Comanche* by Mrs. Jack, wife of the superintendent engineer of the service, which was done in an effective and graceful manner. After the launch, Mr. R. Cooke, the Acting Secretary, proposed a toast to the enterprise and energy of Messrs. Mart and d'Abadie that the Dock Co. had had such a large contract as three similar steamers. He wished them prosperity with the prospect of giving the Dock Co. a much larger order at some future time. The toast of Mrs. Jack's health was also duly honoured. The launching was quietly and smoothly performed, the *Comanche* being at once taken alongside the wharf to receive her boiler.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. There were present:—H. E. the Acting Governor Major General Cameron; His Honour Mr. Justice Russell, Acting Chief Justice; Hon. F. Stewart, Acting Colonial Secretary; Hon. E. J. Acland, Acting Attorney General; Hon. A. Lister, Colonial Treasurer; Hon. J. M. Price, Harbour Master; Hon. P. Byrie, Hon. A. P. MacEwan, Hon. Wong Shing, Hon. J. Bell-Irving, Hon. C. P. Chater, and Mr. A. Seth (Clerk of Council).

The Acting Colonial Secretary laid on the table the Magistrate's returns, the return of the Supreme Court, the report of the Afforestation Department, the Harbour Master's return and the Education report.

MR. MACEWAN.—I have to ask the following questions:—What progress has been made with the Fortifications now under construction at the expense of the Colony? What amount of money has been expended? How much is still due for work yet to be completed? How much more is required to complete the works according to the original plans? What is the latest information received from War Office in respect of these questions?

MR. JUSTICE RUSSELL.—I think that I will try to answer the questions.

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Well, gentlemen, to put this most important colony in a state of defence you can easily imagine that the right thing to do is always to hit off at once and that there must be a good deal of reference between ourselves and the War Office which all take some time. But I have here a form which has been prepared for me by Colonel Storer, and which, I think, will be of great service to the Council. (The report is given in another column.) It will show nearly exactly how we stand, with regard to each particular work in the system of defence. The progress is shown on the vertical scale, of course which you will understand. You will see exactly how much work has been done and what remains to be done. The book also shows the amount of money paid to date on each work, you will see the approximate amount still due for each work, and you will see the probable amount required to complete the work according to the design in hand; and I will give you the totals now. It would only be taking up your time unnecessarily if I went into all the details. The amount of the bill is £73,341. The approximate amount still due for work actually completed comes to £12,100, and the probable amount required to build the works according to design, in hand, would not be less than £61,241. The amount of the bill is £73,341. The approximate amount still due for work actually completed comes to £12,100, and the probable amount required to build the works according to design, in hand, would not be less than £61,241.

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Hon. J. Bell-Irving.—I beg to second that I understand at the last meeting it was to be adjourned.

Hon. P. Byrie.—I myself have heard a good many remarks made about this bill, and it is one that should be very carefully considered. I know one or two cases where it would prove handy, and in some cases it would be a great convenience, and it might not be hurriedly brought on. I think it is one that should be postponed.

The Acting Attorney General.—I have already stated that it was not the object of the bill of the Government to press on the bill, and if hon. members think it more convenient that the second reading of the bill be postponed by allowing it to be read a second time, and then to postpone going into Committee upon it I have no objection.

Hon. P. Byrie.—If you pass the second reading of the bill you will be approving of the principle of the bill. I don't approve of the principle at all. It is a class legislation.

Hon. C. P. Chater.—Hon. Mr. Byrie, the Surveyor General.—There is no reason why this bill should not be read a second time. By referring it to a select committee, hon. members might obtain the views of the public.

Hon. A. P. MacEwan.—I quite agree with my friend opposite (Hon. P. Byrie), that if we pass the second reading we will be approving of the principle of the bill. It is a most important measure, and it is a matter of great importance to the colony. The Acting Attorney General to the fact that in introducing this bill without giving notice he was entirely out of order according to the Standing Order of the Council.

The Acting Attorney General.—Will the hon. member please state the rule?

A reference was then made to Standing Order No. 34, where it states that every member of Council, when possible, be supplied with a printed copy of a bill two days before it is introduced.

The Acting Attorney General.—It was not possible on this occasion, because the bill was only finally approved by the Executive Council that very day and ordered to be brought in.

Hon. A. P. MacEwan.—I shall vote against the second reading of the bill.

The Acting Attorney General.—I have already stated there is no objection whatever to the postponement of the second reading of the bill.

The Surveyor General.—I think no member should urge on this bill, on the contrary they are all animated by a wish to see it receive the greatest consideration.

The second reading of the bill was then adjourned sine die.

THE ORDINANCE AUTHORIZING THE HONGKONG AND SHANGHAI BANKING CORPORATION TO CONTINUE INCORPORATED FOR THE FURTHER TERM OF TWENTY-ONE YEARS, AND TO ALLOW TO BE ESTABLISHED IN THE MARKET.

It was resolved to allow only the police and carolers recognised by the Government to pass the night in the markets, and that the other fresh-lodging men should be expelled from the markets, such as meat, fish, fruit, and such like articles should be permitted.

THE CONSIDERATION OF SEVERAL ORDINANCES IN COMMITTEE.—The Committee on the Ordinance authorizing the Hongkong and Shanghai Banking Corporation to continue incorporated for the further term of twenty-one years, and to allow to be established in the market, was then adjourned until the next day at 4 p.m.

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9. Fountain Terrace.—The improvement long projected, and referred to in my Report for 1884, was commenced in the beginning of 1885, by removing from the western side of the fountain terrace, the old wall, which was a very unsightly and useless wall, or which were represented adequately by specimens of the same species in other parts of the Gardens. They were not in keeping with the position, and were well exposed to the view of the fountain terrace, and the formal arrangement of the Gardens. After the removal of the wall, the space which was laid out in beds, the poor soil from which was removed, was planted with roses, and the fountain terrace was completed, during the past few months. The work of converting the remaining, and larger portion of the ground on the eastern side of the fountain terrace, has been commenced, and will be completed very soon. The arrangement adopted for the improvement of the terrace is designed for two purposes. One is to replace the large trees with plants of a more suitable nature for the character of the place. This is a large project, and will require a considerable time to complete. The other purpose is to provide a suitable place for the collection of roses. The roses have hitherto been collected in various scattered parts of the Gardens, a method resulting in inconvenience and loss of the plants in question. The new arrangement will be to collect the roses in one place, and to provide a suitable place for the collection of roses. The roses have hitherto been collected in various scattered parts of the Gardens, a method resulting in inconvenience and loss of the plants in question. The new arrangement will be to collect the roses in one place, and to provide a suitable place for the collection of roses.

40. At the request of the Colonel of the Regiment a Wooden Platform two feet high and 20 feet in diameter was constructed for the use of the Band when it performs in the Gardens. At present there is only one platform where this platform can be placed. It was to be carried and put in position on Saturday, when it remains until Monday. When it is not in use the appearance of the platform, to say the least, does not add to the beauty of the terrace. It would be desirable to find another place for it, if it can be done without interfering seriously with the use of the terrace, where the platform might be placed out of view.

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NOTICES TO CONSIGNEES.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Company's S.S. *Meyne*, having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned, before Noon on the 1st Proximo, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st Proximo will be subject to risk.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon to-day, the 23rd Instant.

Bills of Lading will be countersigned by ARNHOLD, KARBURG & Co., Agents.

Hongkong, April 23, 1887. 781

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND SINGAPORE.

THE S.S. *Glasgow* having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 p.m. to-day, the 26th Instant.

Cargo remaining undelivered after the 3rd May will be subject to risk.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, April 26, 1887. 809

FOR SALE.

FOR SALE.

MÜNCHENER BEER FÜRSTENBRÄU, AND SUPERIOR LAGER BEER.

Apply to RADECKE & Co., Sole Agents.

Hongkong, March 30, 1887. 574

FOR SALE.

JULES MUM & Co.'s CHAMPAGNE.

Quarts, \$20 per Case of 1 doz. Pints, \$21 " " 2 "

Dubos Frères & Co. of Gerson & Co.'s BORDEAUX CLARETS AND WHITE WINES.

Baxter's Celebrated 'Barley Brew' WHISKY, \$74 per Case of 1 doz. GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

TO LET.

TO LET.

ROOMS in 'COLLIER CHAMBERS' AND 'HOTEL' ROAD.

Apply to DAVID SASSOON, SONS & Co. Hongkong, March 23, 1887. 504

OFFICES—TO BE LET.

AT No. 38, QUEEN'S ROAD CENTRAL; WITH COMPARTMENTS, ROOMS, and Entrance in STANLEY STREET.

Apply to HONGKONG DISPENSARY.

Hongkong, March 14, 1887. 469

TO BE LET.

(With Early Possession.)

BISNEE VILLA—POKFULUM.

Apply to SHARP & Co., Estate Agents.

Hongkong, April 9, 1887. 559

TO BE LET.

(FROM 1st MAY NEXT.)

A COMFORTABLE HOUSE with Convenient OUT OFFICES, pleasantly situated at RICHMOND TERRACE, Cool in Summer.

RICHMOND TERRACE ESTATE AND BUILDING CO., LD., 35, Queen's Road Central.

Hongkong, April 6, 1887. 648

TO LET.

(With Early Possession.)

THE DESIRABLE RESIDENCE 'GREEN MOUNT,' Situated on the BOMBEY ROAD.

Apply to GILMAN & Co.

Hongkong, March 17, 1887. 488

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR

Runs DAILY as a Ferry Boat between Peking's Wharf and Thin-Tai-Tai at the following hours—This Time Table will take effect from the 15th APRIL, 1887.

WEEK DAYS. SUNDAY.

Leave Peking's Wharf at 6.00 A.M. Leave Thin-Tai-Tai at 6.00 A.M. 7.00 A.M. 8.00 A.M. 9.00 A.M. 10.00 A.M. 11.00 A.M. 12.00 P.M. 1.00 P.M. 2.00 P.M. 3.00 P.M. 4.00 P.M. 5.00 P.M. 6.00 P.M. 7.00 P.M. 8.00 P.M. 9.00 P.M. 10.00 P.M. 11.00 P.M. 12.00 P.M.

There will be no Launch on Monday and Friday, on account of sailing.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872. 490

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1/2 per cent. net premium per annum.

NORTON & Co., Agents. Hongkong, May 19, 1881. 938

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co. Hongkong, January 1, 1882. 14

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON FRIDAY, the 13th day of May, 1887, at Noon, the Company's Steamship *OLGA*, Captain PERMAN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Passengers until 3 p.m. on the 13th May. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, April 18, 1887. 737

MAILS.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF NEW YORK* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 8th May, at 2 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. on the day previous to sailing. Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central.

Q. D. HARMAN, Agent.

Hongkong, April 16, 1887. 732

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *BOKHARA*, Captain EDWARDS, with Her Majesty's Mails, will be despatched from this port for LONDON, 4th BOMBAY and SUEZ CANAL, on THURSDAY, the 6th May, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until Noon on the day of sailing.

The SUEZ CANAL, for Europe, will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

M. L. WOODIN, Acting Superintendent.

Hongkong, April 26, 1887. 803

SHARE LIST—QUOTATIONS.

APRIL 20, 1887.

Stocks.	No. of Shares.	Value.	Paid-up.	Position for Last Report.	Reserve.	Balance, forward.	Last Dividend.	Closing Quotations, Cash.
BANK.								
Hongkong and Shanghai Bank Corp.	50,000	12	all	\$ 4,500,000	\$ 25,318.43	at 30/ for 1 year to Dec. 31/86	35% prem., cash, sellers	
Yong-Tong Bank, Ltd.	5,000	2	all	100,000	408,192.00	Tls. 20 p. sh. for 1885	Tls. 285 per share, nominal	
Yong-Tong Insurance Co., Ltd.	8,000	2	all	50,000	3,059.77	Tls. 31 p. sh. for 1884	Tls. 114	
Union Insurance Society Co., Ltd.	10,000	25	all	514,000	314,012.00	at 100/ for 1885	100% prem., buyers	
China Trade Insurance Co., Ltd.	24,000	83.30	all	904,000	1,437,789.00	at 100/ for 1885	100% prem., buyers	
Canton Insurance Co., Ltd.	10,000	250	all	198,000	494,403.00	at 100/ for 1885	100% prem., buyers	
Chinese Insurance Co., Ltd.	1,500	1,000	all	23,711.50	126,771.29	at 100/ for 1885	100% prem., buyers	
Hongkong Fire Insurance Co., Ltd.	8,000	23	all	1,000,000	328,567.46	at 100/ for 1885	100% prem., buyers	
China Fire Insurance Co., Ltd.	20,000	100	all	612,000	243,738.44	at 100/ for 1885	100% prem., buyers	
Singapore Insurance Co., Ltd.	40,000	100	all	17,000	7,715.44	at 100/ for 1885	100% prem., buyers	
The Straits Fire Insurance Co., Ltd.	20,000	100	all	200,000	76,332.52	at 100/ for 1885	100% prem., buyers	
STEAMSHIP COMPANIES.								
H.K. & M. Steamship Co., Ltd.	40,000	2	all	\$30,000	11,410.47	at 100/ for 1885	100% prem., buyers	
Douglas Steamship Co., Limited	20,000	50	all	\$170,000	11,611.18	at 100/ for 1885	100% prem., buyers	
Indo-China S. N. Company, Limited	18,387	10	all	4,337.59	9.97	at 100/ for 1885	20% dis., buyers	
China and Malacca S. S. Co., Ltd.	31,212	10	all	...	...	at 100/ for 1885	40 discount	
MISCELLANEOUS.								
H'kong & Whampoa Dock Co., Ltd.	12,500	12	all	...	...	at 100/ for 1885	100% prem., buyers	
H.K. & China Gas Co., Limited.	5,000	1	all	...	...	at 100/ for 1885	100% prem., buyers	
Hongkong Hotel Company, Ltd.	3,000	10	all	...	...	at 100/ for 1885	100% prem., buyers	
China Sugar Company, Limited.	15,000	10	all	...	...	at 100/ for 1885	100% prem., buyers	
Hongkong Tea Company, Limited.	5,000	25	all	...	...	at 100/ for 1885	100% prem., buyers	
Hongkong Bakery Company, Ltd.	30,000	10	all	...	...	at 100/ for 1885	100% prem., buyers	
Luen Sugar Company, Limited.	7,000	10	all	...	...	at 100/ for 1885	100% prem., buyers	
Perak Sugar Cultivation Co., Ltd.	5,000	10	all	...	...	at 100/ for 1885	100% prem., buyers	
Perak Tin Mining & S'ing Co., Ltd.	5,000	10	all	...	...	at 100/ for 1885	100% prem., buyers	
Funjong & Sangha Dua Saustan	40,000	10	all	...	...	at 100/ for 1885	100% prem., buyers	
Mining Co.	40,000	10	all	...	...	at 100/ for 1885	100% prem., buyers	
H.K. & Kow. Wharf & Godown Co., Ltd.	17,000	100	all	...	...	at 100/ for 1885	100% prem., buyers	
H'kong Rope Manufacturing Co., Ltd.	3,000	50	all	...	...	at 100/ for 1885	100% prem., buyers	
H. & M. Glass Manufacturing Co., Ltd.	4,000	50	all	...	...	at 100/ for 1885	100% prem., buyers	
A. S. Watson & Co., Limited.	3,800	100	all	...	...	at 100/ for 1885	100% prem., buyers	
H.K. High-Land Tramways Co., Ltd.	1,250	100	all	...	...	at 100/ for 1885	100% prem., buyers	
Chinese Imperial 1881	8,561	500	all	...	...	at 100/ for 1885	100% prem., buyers	
" 1884	2790	500	all	...	...	at 100/ for 1885	100% prem., buyers	
" 1885	3180	500	all	...	...	at 100/ for 1885	100% prem., buyers	
" 1886	2700	500	all	...	...	at 100/ for 1885	100% prem., buyers	
Chinese Imp. (Ch. Bank Loan) 1885	2790	500	all	...	...	at 100/ for 1885	100% prem., buyers	

* Equalization of Dividend Fund.

† Depreciation and Insurance Fund.

MAILS.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BELO* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 14th Proximo, at 2 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50a, Queen's Road Central.

G. D. HARMAN, Agent.

Hongkong, April 26, 1887. 804

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*, 3,651 Tons Register, Alex. MARSHALL, Commanding Officer, will be despatched for VAN COUVER, B.C., via YOKOHAMA, on or about SATURDAY, the 14th May, at 4 p.m.

To be followed by S.S. *PARTHA*, 4th June, and S.S. *BATAVIA*, 26th June.

These steamers, formerly in the CUNARD Service, lately received New Engines and Boilers, and can maintain a speed at sea of from 13 to 14 knots.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.